

This intersection was identified in the Town wide Comprehensive Traffic Study conducted in 2000 as the number one priority for improvement based on traffic volume, the accident history and traffic congestion. The findings of the Traffic Study were incorporated into the Town of Clarence Master Plan 2015 adopted in 2001.

The Traffic Study and subsequent project analysis indicated that the existing form of traffic control (stop signs on Shimerville) needed to be upgraded. Warrants for signalization or another form of control were met. The accident history was obtained from records on file at the NYS Department of Motor Vehicles; both for periods three years before and three years after the all-way stop was installed. The accident rates for these two, three year periods is well above the statewide average. There is a liability if nothing were done.

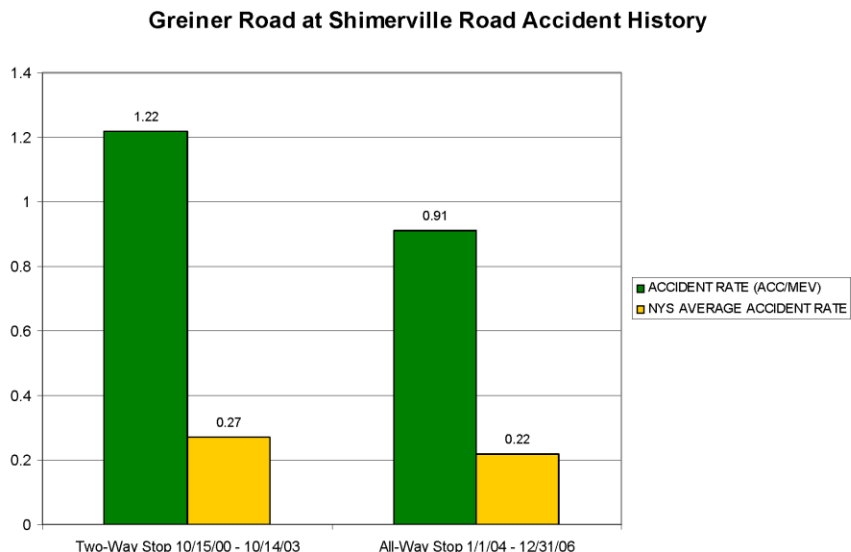
It is our obligation to provide a safer highway or intersection for the traveling public when a problem is identified.

As an interim measure; the all-way stop control was installed until an intersection reconstruction project could be funded. The design of a new intersection takes into consideration projected traffic volumes for the next 20 years. This is a combination of normal growth plus any new developments that have been proposed and approved. The design year would be 2027.

Due to the above average accident rates, the only alternatives that can be considered for the reconstruction of this intersection are: 1. Installation of a three color traffic control signal with widening of the intersection approaches to provide separate left turn lanes at the intersection or 2. The construction of a modern roundabout.

The modern roundabout is normally the preferred alternative for this type of intersection and was originally requested by the Town, but in this case was not selected due to rejection by local residents.

Retaining the all-way stop or keeping the existing two lane highways is no longer an option because of liability. The chart below shows that the all-way stop intersection is still approximately four times above the state average.



Multi-way (All-Way) stop control may be useful as a safety measure at some locations. It should be used only where the volumes of traffic on the intersecting highways are approximately equal. Traffic control signals are more satisfactory for intersections with heavy volumes of traffic.

At this intersection Greiner Road traffic is much greater than Shimerville Road traffic.

Field observations of the operation of the All-way stop showed that some Greiner Road motorists are impatient during periods of heavy traffic. Greiner Road being the major highway carries approximately 10,000 vehicles per day. At times; when there were queues of three or more vehicles on Greiner Road at the stop sign; the first and second vehicle and occasionally the third all entered the intersection at the same time, not individually.